

**Second Regular Session  
Seventy-fourth General Assembly  
STATE OF COLORADO**

**PREAMENDED**

*This Unofficial Version Includes Committee  
Amendments Not Yet Adopted on Second Reading*

LLS NO. 24-0469.03 Pierce Lively x2059

**HOUSE BILL 24-1304**

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**HOUSE SPONSORSHIP**

**Vigil and Woodrow,**

**SENATE SPONSORSHIP**

**Priola and Hinrichsen,**

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**House Committees**

Transportation, Housing & Local Government  
Appropriations

**Senate Committees**

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**A BILL FOR AN ACT**

101 **CONCERNING PARKING REQUIREMENTS WITHIN METROPOLITAN**  
102 **PLANNING ORGANIZATIONS.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)*

The bill prohibits a county or municipality, on or after January 1, 2025, from enforcing minimum parking requirements for real property that is within a metropolitan planning organization. This prohibition does not prohibit a county or municipality from:

- Lowering the protections provided for persons with disabilities;

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.  
Capital letters or bold & italic numbers indicate new material to be added to existing law.  
Dashes through the words or numbers indicate deletions from existing law.



1 REGIONAL TRANSPORTATION DISTRICT STATIONS PROVIDE FORTY PERCENT  
2 MORE PARKING THAN RESIDENTS UTILIZE AT PEAK TIMES, AND  
3 INCOME-RESTRICTED HOUSING DEVELOPMENTS PROVIDE FIFTY PERCENT  
4 MORE PARKING THAN IS USED.

5 (c) THE 2021 STUDY "PARKING & AFFORDABLE HOUSING" OF  
6 PARKING UTILIZATION AT AFFORDABLE HOUSING DEVELOPMENTS ALONG  
7 THE FRONT RANGE FOUND THAT HALF OF PARKING SPACES BUILT ON  
8 AVERAGE GO UNUSED, AND THAT REQUIREMENTS CAN BE UP TO FIVE TIMES  
9 THE NEED ESPECIALLY FOR BUILDINGS SERVING LOWER AREA MEDIAN  
10 INCOMES;

11 (d) LOCAL GOVERNMENT LAND USE DECISIONS THAT REQUIRE A  
12 MINIMUM AMOUNT OF PARKING SPACES BEYOND WHAT IS NECESSARY TO  
13 MEET MARKET DEMAND INCREASE VEHICLE MILES TRAVELED AND  
14 ASSOCIATED GREENHOUSE GAS EMISSIONS. ACCORDING TO A UNIVERSITY  
15 OF CALIFORNIA INSTITUTE OF TRANSPORTATION STUDIES ARTICLE TITLED  
16 "WHAT DO RESIDENTIAL LOTTERIES SHOW US ABOUT TRANSPORTATION  
17 CHOICES?", HIGHER AMOUNTS OF FREE PARKING PROVIDED IN RESIDENTIAL  
18 DEVELOPMENTS CAUSE HIGHER RATES OF VEHICLE OWNERSHIP, HIGHER  
19 RATES OF VEHICLE MILES TRAVELED, AND LESS FREQUENT TRANSIT USE.

20 (e) ACCORDING TO THE STUDY "EFFECTS OF PARKING PROVISION  
21 ON AUTOMOBILE USE IN U.S. CITIES: INFERRING CAUSALITY" IN THE  
22 JOURNAL TRANSPORTATION RESEARCH RECORD, AN INCREASE IN PARKING  
23 PROVISIONS FROM ONE-TENTH TO ONE-HALF PARKING SPACE PER PERSON  
24 IS ASSOCIATED WITH AN INCREASE IN AUTOMOBILE MODE SHARE OF  
25 ROUGHLY THIRTY PERCENT;

26 (f) ACCORDING TO THE ARTICLE "HOUSEHOLDS WITH  
27 CONSTRAINED OFF-STREET PARKING DRIVE FEWER MILES" IN THE

1 JOURNAL TRANSPORTATION, VEHICLE OWNERSHIP RATES ARE FOURTEEN  
2 PERCENT HIGHER FOR HOUSEHOLDS WITH MORE THAN ONE AVAILABLE  
3 PARKING SPACE PER UNIT COMPARED TO THOSE WITH ONE OR FEWER, AND  
4 FOR EVERY ADDITIONAL VEHICLE PER HOUSEHOLD, THE HOUSEHOLD  
5 TRAVELS ON AVERAGE SEVENTEEN MORE MILES OF TOTAL VEHICLE MILES  
6 TRAVELED PER DAY;

7 (g) COLORADANS DRIVE MORE MILES PER PERSON THAN THEY USED  
8 TO, WHICH PUTS STRESS ON TRANSPORTATION INFRASTRUCTURE AND  
9 INCREASING HOUSEHOLD COSTS. SINCE 1981, PER CAPITA VEHICLE MILES  
10 TRAVELED IN COLORADO HAVE RISEN BY OVER TWENTY PERCENT  
11 ACCORDING TO DATA FROM THE FEDERAL HIGHWAY ADMINISTRATION.

12 (h) INCREASED VEHICLE OWNERSHIP AND THE RESULTING VEHICLE  
13 MILES TRAVELED IMPACT NEIGHBORING JURISDICTIONS BY INCREASING  
14 CONGESTION, ROADWAY INFRASTRUCTURE MAINTENANCE COSTS, AIR  
15 POLLUTION, NOISE, AND GREENHOUSE GAS EMISSIONS;

16 (i) GIVEN THE CLOSE PROXIMITY AND INTERCONNECTED NATURE  
17 OF JURISDICTIONS WITHIN COLORADO'S METROPOLITAN REGIONS, MANY  
18 RESIDENTS TRAVEL FREQUENTLY BETWEEN JURISDICTIONS FOR WORK,  
19 SHOPPING, RECREATION, AND OTHER TRIPS;

20 (j) IN COLORADO'S MAJOR CITIES, A SIGNIFICANT SHARE OF  
21 EMPLOYEES COMMUTE TO JOBS IN THE CITY BUT LIVE ELSEWHERE,  
22 INCLUDING SEVENTY PERCENT OF EMPLOYEES IN DENVER, FORTY-FIVE  
23 PERCENT IN COLORADO SPRINGS, SIXTY PERCENT IN FORT COLLINS, FIFTY  
24 PERCENT IN PUEBLO, AND SIXTY-FIVE PERCENT IN GRAND JUNCTION,  
25 ACCORDING TO 2021 DATA FROM THE FEDERAL CENSUS;

26 (k) EXCESSIVE PARKING REQUIREMENTS LIMIT COMPACT,  
27 WALKABLE DEVELOPMENT BY MANDATING ADDITIONAL SPACE BETWEEN

1 USES, WHICH THEN NECESSITATES DRIVING TO REACH MOST DESTINATIONS;

2

3 (l) LOWER DENSITY DEVELOPMENT HAS LOWERED REVENUE AND  
4 INCREASED CAPITAL AND MAINTENANCE COSTS COMPARED TO MORE  
5 COMPACT DEVELOPMENT. NATIONAL STUDIES, SUCH AS THE ARTICLE  
6 "RELATIONSHIPS BETWEEN DENSITY AND PER CAPITA MUNICIPAL  
7 SPENDING IN THE UNITED STATES", PUBLISHED IN URBAN SCIENCE, HAVE  
8 FOUND THAT LOWER DENSITY COMMUNITIES HAVE HIGHER GOVERNMENT  
9 CAPITAL AND MAINTENANCE COSTS FOR WATER, SEWER, AND  
10 TRANSPORTATION INFRASTRUCTURE AND LOWER PROPERTY AND SALES  
11 TAX REVENUE. THESE INCREASED COSTS ARE OFTEN BORNE BY BOTH  
12 STATE AND LOCAL GOVERNMENTS.

13 (m) VEHICLE TRAFFIC, WHICH INCREASES WHEN LAND USE  
14 PATTERNS ARE MORE DISPERSED, CONTRIBUTES TWENTY PERCENT OF  
15 NITROGEN OXIDE EMISSIONS, A KEY OZONE PRECURSOR, ACCORDING TO  
16 THE EXECUTIVE SUMMARY OF THE MODERATE AREA OZONE STATE  
17 IMPLEMENTATION PLAN FOR THE 2015 OZONE NATIONAL AMBIENT AIR  
18 QUALITY STANDARDS BY THE REGIONAL AIR QUALITY COUNCIL;

19 (n) THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
20 HAS CLASSIFIED THE DENVER METRO AREA AND THE NORTH FRONT RANGE  
21 AREA AS BEING IN SEVERE NONATTAINMENT FOR OZONE AND GROUND  
22 LEVEL OZONE, WHICH HAS SERIOUS IMPACTS ON HUMAN HEALTH,  
23 PARTICULARLY FOR VULNERABLE POPULATIONS;

24 (o) ACCORDING TO THE GREENHOUSE GAS POLLUTION REDUCTION  
25 ROADMAP, PUBLISHED BY THE COLORADO ENERGY OFFICE AND DATED  
26 JANUARY 14, 2021, THE TRANSPORTATION SECTOR IS THE SINGLE LARGEST  
27 SOURCE OF GREENHOUSE GAS POLLUTION IN COLORADO;

1 (p) NEARLY SIXTY PERCENT OF THE GREENHOUSE GAS EMISSIONS  
2 FROM THE TRANSPORTATION SECTOR COME FROM LIGHT-DUTY VEHICLES,  
3 THE MAJORITY OF CARS AND TRUCKS THAT COLORADANS DRIVE EVERY  
4 DAY;

5 (q) LOCAL GOVERNMENT LAND USE DECISIONS THAT REQUIRE A  
6 MINIMUM AMOUNT OF PARKING SPACES INCREASE THE COST OF NEW  
7 RESIDENTIAL PROJECTS, WHICH INCREASES HOUSING COSTS. ACCORDING  
8 TO THE REGIONAL TRANSPORTATION DISTRICT STUDY TITLED  
9 "RESIDENTIAL PARKING IN STATION AREAS: A STUDY OF METRO  
10 DENVER", STRUCTURED PARKING SPACES IN THE DENVER METROPOLITAN  
11 AREA COST TWENTY-FIVE THOUSAND DOLLARS EACH TO BUILD IN 2020  
12 AND USE SPACE THAT WOULD OTHERWISE BE USED FOR REVENUE  
13 GENERATING RESIDENTIAL UNITS, DECREASING THE PROFITABILITY OF  
14 RESIDENTIAL DEVELOPMENT. AS A RESULT, PARKING REQUIREMENTS THAT  
15 NECESSITATE THE CONSTRUCTION OF STRUCTURED PARKING SPACES MAY  
16 DISCOURAGE DEVELOPERS FROM BUILDING NEW RESIDENTIAL PROJECTS,  
17 OR, IF THEY DO MOVE FORWARD WITH PROJECTS, FORCE THEM TO RECOUP  
18 THE COSTS OF BUILDING EXCESSIVE PARKING BY INCREASING HOUSING  
19 PRICES.

20 (r) OFF-STREET SURFACE PARKING COSTS UP TO TEN THOUSAND  
21 DOLLARS PER SPACE, AND EACH SPACE REQUIRES UP TO TWO AND  
22 ONE-HALF TIMES ITS SQUARE FOOTAGE TO ACCOMMODATE. AS A RESULT,  
23 OFF-STREET SURFACE PARKING REQUIREMENTS ALSO MAY DISCOURAGE  
24 DEVELOPERS FROM BUILDING NEW RESIDENTIAL PROJECTS, OR, IF THEY DO  
25 MOVE FORWARD WITH PROJECTS, FORCE THEM TO BUILD FEWER UNITS  
26 THAN THEY OTHERWISE COULD AND RECOUP THE EXCESSIVE COST BY  
27 INCREASING HOME PRICES AND RENTS. AN ANALYSIS CONDUCTED BY THE

1 PARKING REFORM NETWORK FOUND THAT AN OFF-STREET PARKING SPACE  
2 CAN ADD BETWEEN TWO HUNDRED AND FIVE HUNDRED DOLLARS PER  
3 MONTH IN RENT. WHETHER THESE COSTS ARE NECESSARY VARIES FROM  
4 ONE BUILDING PROJECT TO THE NEXT, AND THOSE VARIABLES ARE NOT  
5 ACCOUNTED FOR IN MANDATED PARKING MINIMUMS.

6 (s) MINIMUM PARKING REQUIREMENTS PUT SMALL BUSINESSES AT  
7 A DISADVANTAGE RELATIVE TO LARGE CORPORATIONS. LARGE  
8 CORPORATIONS HAVE MORE CAPITAL AT THEIR DISPOSAL TO FULFILL  
9 COSTLY PARKING REQUIREMENTS AND ARE LESS RELIANT ON FOOT  
10 TRAFFIC, HUMAN-SCALE VISIBILITY, AND A SENSE OF PLACE TO ATTRACT  
11 CUSTOMERS.

12 (t) IMPERVIOUS SURFACES SUCH AS THOSE BUILT FOR VEHICLE  
13 PARKING CREATE AN URBAN HEAT ISLAND EFFECT, CONTRIBUTING TO  
14 RISING TEMPERATURES, INCREASING ENERGY COSTS FOR AIR  
15 CONDITIONING, AND WORSENING GROUND LEVEL AIR QUALITY. EXCESSIVE  
16 LAND COVERAGE OF THIS KIND MAKES STORMWATER MANAGEMENT  
17 DIFFICULT AND EXPENSIVE, AND CONTRIBUTES TO FLASH FLOODING AND  
18 EROSION, CAUSING INTERJURISDICTIONAL CONFLICTS AND LEGAL  
19 DISPUTES.

20 (2) THEREFORE, THE GENERAL ASSEMBLY DECLARES THAT THE  
21 REQUIRED MINIMUM AMOUNT OF PARKING SPACES FOR A REAL PROPERTY  
22 IS A MATTER OF MIXED STATEWIDE AND LOCAL CONCERN.

23 **29-35-102. Definitions.** AS USED IN THIS ARTICLE 35, UNLESS THE  
24 CONTEXT OTHERWISE REQUIRES:

25 (1) "COMMUNITY-BASED ORGANIZATION" MEANS A  
26 COLORADO-BASED NONPROFIT ENTITY THAT:

27 (a) HAS A MISSION TO IMPROVE THE ENVIRONMENTAL, ECONOMIC,

1 SOCIAL, CULTURAL, OR QUALITY OF LIFE CONDITIONS OF A COMMON  
2 COMMUNITY OF INTEREST;

3 (b) IS ACCESSIBLE FOR RESIDENTS OF ALL AGES, INCOMES,  
4 LANGUAGES, AND ABILITIES; OR

5 (c) ADDRESSES THE NEEDS OF DISPROPORTIONATELY IMPACTED  
6 AND MARGINALIZED COMMUNITIES IN THE REGION AND CENTERS VOICES  
7 OF MARGINALIZED COMMUNITIES IN TRANSPORTATION PLANNING, BOTH IN  
8 THEIR COMMUNITY AND AROUND THE REGION.

9 (2) "COUNTY" MEANS A COUNTY, INCLUDING A HOME RULE  
10 COUNTY BUT EXCLUDING A CITY AND COUNTY.

11 (3) "LAND USE APPROVAL" MEANS ANY FINAL ACTION OF A LOCAL  
12 GOVERNMENT THAT HAS THE EFFECT OF AUTHORIZING THE USE OR  
13 DEVELOPMENT OF A PARTICULAR PARCEL OF REAL PROPERTY.

14 (4) "LOCAL GOVERNMENT" MEANS A MUNICIPALITY THAT IS  
15 WITHIN A METROPOLITAN PLANNING ORGANIZATION OR A COUNTY THAT  
16 HAS UNINCORPORATED AREAS WITHIN A METROPOLITAN PLANNING  
17 ORGANIZATION.

18 (5) "LOCAL LAW" MEANS ANY CODE, LAW, ORDINANCE, POLICY,  
19 REGULATION, OR RULE ENACTED BY A LOCAL GOVERNMENT THAT  
20 GOVERNS THE DEVELOPMENT AND USE OF LAND, INCLUDING LAND USE  
21 CODES, ZONING CODES, AND SUBDIVISION CODES.

22 (6) "MAXIMUM PARKING REQUIREMENT" MEANS A REQUIREMENT  
23 ESTABLISHED IN LOCAL LAW THAT LIMITS THE NUMBER OF █ PARKING  
24 SPACES █ THAT MAY BE MADE AVAILABLE IN CONNECTION WITH A REAL  
25 PROPERTY.

26 (7) "METROPOLITAN PLANNING ORGANIZATION" MEANS A  
27 METROPOLITAN PLANNING ORGANIZATION UNDER THE "FEDERAL TRANSIT



1 ACT OF 1998", 49 U.S.C. SEC. 5301 ET SEQ., AS AMENDED.

2 (8) "MINIMUM PARKING REQUIREMENT" MEANS A REQUIREMENT  
3 ESTABLISHED IN LOCAL LAW THAT A NUMBER OF █ PARKING SPACES █  
4 BE MADE AVAILABLE IN CONNECTION WITH A REAL PROPERTY.

5 (9) "MUNICIPALITY" MEANS A HOME RULE OR STATUTORY CITY OR  
6 TOWN, TERRITORIAL CHARTER CITY OR TOWN, OR CITY AND COUNTY.

7 (10) "PARKING SPACE" MEANS AN OFF-STREET OR CURBSIDE SPACE  
8 DESIGNATED FOR MOTOR VEHICLE PARKING.

9 **29-35-103. Limitations on minimum parking requirements.**

10 (1) ON OR AFTER JANUARY 1, 2025, A MUNICIPALITY SHALL NEITHER  
11 ENACT NOR ENFORCE LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING  
12 REQUIREMENT THAT APPLIES TO REAL PROPERTY THAT IS BOTH WITHIN THE  
13 MUNICIPALITY AND A METROPOLITAN PLANNING ORGANIZATION.

14 (2) ON OR AFTER JANUARY 1, 2025, A COUNTY SHALL NEITHER  
15 ENACT NOR ENFORCE LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING  
16 REQUIREMENT THAT APPLIES TO REAL PROPERTY THAT IS WITHIN BOTH THE  
17 UNINCORPORATED AREA OF THE COUNTY AND A METROPOLITAN PLANNING  
18 ORGANIZATION.

19 (3) NOTWITHSTANDING ANY LAW TO THE CONTRARY, A LOCAL  
20 GOVERNMENT THAT SATISFIES THE REQUIREMENTS OF SUBSECTIONS (1) OR  
21 (2) OF THIS SECTION IS NOT ELIGIBLE FOR A STATE GIFT, GRANT, OR AWARD  
22 THAT IS GIFTED, GRANTED, OR AWARDED BY THE STATE DUE, EITHER IN  
23 WHOLE OR IN PART, TO THE LOCAL GOVERNMENT REDUCING A PARKING  
24 REQUIREMENT OR ELIMINATING A MINIMUM PARKING REQUIREMENT.

25 (4) NOTHING IN THIS SECTION:

26 (a) LOWERS THE PROTECTIONS PROVIDED FOR PERSONS WITH  
27 DISABILITIES, INCLUDING THE NUMBER OF PARKING SPACES FOR PERSONS

1 WHO ARE MOBILITY IMPAIRED, UNDER THE FEDERAL "AMERICANS WITH  
2 DISABILITIES ACT OF 1990", 42 U.S.C. SEC. 12101 ET SEQ., AND PARTS 6  
3 AND 8 OF ARTICLE 34 OF TITLE 24;

4 (b) PREVENTS A LOCAL GOVERNMENT FROM ENACTING OR  
5 ENFORCING LOCAL LAWS THAT ESTABLISH A MAXIMUM PARKING  
6 REQUIREMENT;

7 (c) PREVENTS A LOCAL GOVERNMENT OR A DEVELOPER FROM  
8 BEING AWARDED FUNDING FOR AFFORDABLE HOUSING THAT REQUIRES A  
9 RATIO OF A CERTAIN NUMBER OF PARKING SPACES.

10 (d) PREVENTS A LOCAL GOVERNMENT FROM ENACTING OR  
11 ENFORCING LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING  
12 REQUIREMENT FOR BICYCLES; OR

13 (e) PREVENTS A LOCAL GOVERNMENT FROM IMPOSING THE  
14 FOLLOWING REQUIREMENTS ON A [REDACTED] PARKING SPACE THAT IS  
15 VOLUNTARILY PROVIDED IN CONNECTION WITH A LAND USE APPROVAL:

16 (I) THAT THE OWNERS OF SUCH A [REDACTED] PARKING SPACE CHARGE FOR  
17 THE USE OF THE SPACE; [REDACTED]

18 (II) THAT THE OWNER OF A SUCH A PARKING SPACE CONTRIBUTE  
19 TO A PARKING ENTERPRISE, PERMITTING SYSTEM, OR SHARED PARKING  
20 PLAN; AND

21 (III) THAT SUCH A [REDACTED] PARKING SPACE ALLOWS FOR VEHICLE  
22 CHARGING STATIONS IN ACCORDANCE WITH EXISTING LAW.

23 **29-35-104. Minimum parking requirements reporting.**

24 (1) (a) ON OR BEFORE DECEMBER 31, 2025, [REDACTED] A LOCAL GOVERNMENT  
25 SHALL SUBMIT TO THE DEPARTMENT OF LOCAL AFFAIRS, IN A FORM AND  
26 MANNER DETERMINED BY THE DEPARTMENT, A REPORT DEMONSTRATING  
27 EVIDENCE OF THE LOCAL GOVERNMENT'S COMPLIANCE WITH THE

1 REQUIREMENTS OF THIS ARTICLE 35.

2 (b) NOTWITHSTANDING SUBSECTION (1)(a) OF THIS SECTION, THE  
3 DEPARTMENT OF LOCAL AFFAIRS MAY ALLOW A LOCAL GOVERNMENT TO  
4 SUBMIT THE REPORT DESCRIBED IN SUBSECTION (1) OF THIS SECTION NO  
5 MORE THAN SIX MONTHS AFTER JUNE 30, 2025, IF THE LOCAL  
6 GOVERNMENT DEMONSTRATES, IN A FORM AND MANNER DETERMINED BY  
7 THE DEPARTMENT, THAT THE LOCAL GOVERNMENT HAS:

8 (I) A PLAN AND TIMELINE TO UPDATE ITS LOCAL LAWS AS  
9 NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS ARTICLE 35;

10 (II) INITIATED THE PLAN DESCRIBED IN SUBSECTION (1)(b)(I) OF  
11 THIS SECTION; AND

12 (III) PROVIDED AN EXPLANATION FOR NOT BEING ABLE TO MEET  
13 THE DEADLINES DESCRIBED IN SUBSECTION (1)(a) OF THIS SECTION.

14 [REDACTED]

15 (2) THE DEPARTMENT OF LOCAL AFFAIRS, IN CONSULTATION WITH  
16 THE DEPARTMENT OF TRANSPORTATION AND THE COLORADO ENERGY  
17 OFFICE, MAY DEVELOP POLICIES AND PROCEDURES AS NECESSARY TO  
18 IMPLEMENT THIS SECTION.

19 (3) THE DEPARTMENT OF LOCAL AFFAIRS, THE DEPARTMENT OF  
20 TRANSPORTATION, AND THE COLORADO ENERGY OFFICE SHALL  
21 IMPLEMENT AND ADMINISTER THIS SECTION WITHIN EXISTING RESOURCES.

22 **29-35-105. Parking use and needs studies.** (1) ON OR BEFORE  
23 DECEMBER 31, 2024, THE DEPARTMENT OF LOCAL AFFAIRS, IN  
24 CONSULTATION WITH THE DEPARTMENT OF TRANSPORTATION AND THE  
25 COLORADO ENERGY OFFICE, SHALL, WITHIN EXISTING RESOURCES, TO THE  
26 EXTENT FEASIBLE, DEVELOP AND PUBLISH BEST PRACTICES AND  
27 TECHNICAL ASSISTANCE MATERIALS TO OPTIMIZE PARKING SUPPLY AND

1 MANAGE PARKING, INCLUDING SAMPLE LANGUAGE TO REPLACE EXISTING  
2 LOCAL MINIMUM PARKING REQUIREMENTS WITH OTHER INCENTIVES TO  
3 SUPPORT THE PRODUCTION OF AFFORDABLE HOUSING, TRANSPORTATION  
4 DEMAND MANAGEMENT, AND OTHER LOCAL PLANNING GOALS.

5 (2) (a) ON OR BEFORE DECEMBER 31, 2025, THE DEPARTMENT OF  
6 TRANSPORTATION SHALL, WITHIN EXISTING RESOURCES, TO THE EXTENT  
7 FEASIBLE, EITHER CONDUCT, CONTRACT WITH A RESEARCH AND  
8 CONSULTING ENTITY TO CONDUCT, OR CONTRACT WITH A COLORADO  
9 INSTITUTION OF HIGHER EDUCATION TO CONDUCT A STUDY ■ ■ ■ TO  
10 ASSIST IN THE DETERMINATION OF OPTIMAL PARKING SUPPLY AND  
11 MANAGEMENT DECISIONS FOR PROPERTY WITHIN THE METROPOLITAN  
12 PLANNING ORGANIZATION.

13 (b) THE STUDY DESCRIBED IN THIS SUBSECTION (1) MUST PROVIDE  
14 GUIDANCE AND BEST PRACTICES REGARDING:

15 (I) THE IMPLEMENTATION OF LOCAL PARKING MAXIMUMS;

16 (II) REPLACING EXISTING LOCAL PARKING CODES WITH OTHER  
17 INCENTIVES FOR THE PRODUCTION OF AFFORDABLE HOUSING,  
18 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES, AND OTHER  
19 DESIRED OUTCOMES;

20 (III) THE DESIGN AND IMPLEMENTATION OF PARKING BENEFIT  
21 DISTRICTS AND ON-STREET PARKING MANAGEMENT WITH A FOCUS ON  
22 EQUITY;

23 (IV) STRATEGIES FOR DEVELOPERS TO MANAGE THE SUPPLY AND  
24 PRICE OF PARKING SPACES TO MINIMIZE PARKING DEMAND; AND

25 (V) ESTIMATING THE UTILIZATION OF EXISTING PARKING SPACES  
26 AND IDENTIFYING STRATEGIES TO OPTIMIZE THE USE OF EXISTING PARKING  
27 THROUGH SHARED PARKING AGREEMENTS AND OTHER STRATEGIES."

1 (c) (I) THE DEPARTMENT OR ORGANIZATION CONDUCTING THE  
2 STUDY DESCRIBED IN THIS SUBSECTION (1) SHALL COLLECT, CONSIDER,  
3 AND INCLUDE IN THE STUDY FEEDBACK FROM VARIOUS STAKEHOLDERS,  
4 INCLUDING DISPROPORTIONATELY IMPACTED COMMUNITIES,  
5 COMMUNITY-BASED ORGANIZATIONS, AFFORDABLE HOUSING PROVIDERS,  
6 TRANSIT AGENCIES, AND ACTIVE TRANSPORTATION ORGANIZATIONS. THE  
7 DEPARTMENT OR ORGANIZATION CONDUCTING THE STUDY MAY COLLECT  
8 THIS FEEDBACK THROUGH MULTIPLE MEANS, INCLUDING ONLINE OR  
9 IN-PERSON SURVEYS OR PUBLIC FEEDBACK SESSIONS.

10 (II) THE DEPARTMENT OR ORGANIZATION CONDUCTING THE STUDY  
11 DESCRIBED IN THIS SUBSECTION (1) SHALL CONSIDER THE FOLLOWING  
12 ABOUT THE RELEVANT METROPOLITAN PLANNING ORGANIZATION:

13 (A) HOW PARKING SPACE DEMAND AND UTILIZATION VARIES  
14 BASED ON:

15 (I) LOCATION CHARACTERISTICS, INCLUDING PROXIMITY TO  
16 TRANSIT;

17 (II) THE NUMBER AND TYPE OF RESIDENTIAL UNITS, INCLUDING  
18 REGULATED AFFORDABLE HOUSING UNITS; AND

19 (III) COMMERCIAL BUILDING USE TYPES;

20 (B) A REPRESENTATIVE SAMPLE OF THE PRICE OF PARKING FOR  
21 BUILDINGS THAT SEPARATE PARKING COSTS FROM THE COST TO OWN OR  
22 LEASE RESIDENTIAL OR COMMERCIAL SPACE;

23 (C) WHERE APPLICABLE, THE METROPOLITAN PLANNING  
24 ORGANIZATION'S QUANTIFIED PARKING SPACE USAGE DATA;

25 (D) COST OF CONSTRUCTION AND MAINTENANCE; AND

26 (E) OTHER RELEVANT DATA AND PROCEDURES.

27 (3) UPON COMPLETING THE STUDY DESCRIBED IN SUBSECTION (1)

1 OF THIS SECTION, THE DEPARTMENT OF TRANSPORTATION SHALL PRESENT  
2 THE STUDY TO THE SENATE LOCAL GOVERNMENT AND HOUSING  
3 COMMITTEE AND THE HOUSE OF REPRESENTATIVES TRANSPORTATION,  
4 HOUSING, AND LOCAL GOVERNMENT COMMITTEE, OR THEIR SUCCESSOR  
5 COMMITTEES.

6 **SECTION 2.** In Colorado Revised Statutes, 29-20-104, **amend**  
7 (1) introductory portion as follows:

8 **29-20-104. Powers of local governments - definition.**

9 (1) Except as expressly provided in section 29-20-104.2, ~~or~~ SECTION  
10 29-20-104.5, AND ARTICLE 35 OF THIS TITLE 29, the power and authority  
11 granted by this section does not limit any power or authority presently  
12 exercised or previously granted. Except as provided in section  
13 29-20-104.2, each local government within its respective jurisdiction has  
14 the authority to plan for and regulate the use of land by:

15 **SECTION 3.** In Colorado Revised Statutes, 30-15-401, **amend**  
16 (1)(h)(I)(B) as follows:

17 **30-15-401. General regulations - definitions.** (1) In addition to  
18 those powers granted by sections 30-11-101 and 30-11-107 and by parts  
19 1, 2, and 3 of this article 15, the board of county commissioners may  
20 adopt ordinances for control or licensing of those matters of purely local  
21 concern that are described in the following enumerated powers:

22 (h) (I) To control and regulate the movement and parking of  
23 vehicles and motor vehicles on public property; except that:

24 (B) For the purposes of any minimum parking requirement a  
25 board of county commissioners imposes, the board of county  
26 commissioners is subject to ~~section 30-28-140~~ ARTICLE 35 OF TITLE 29  
27 AND SECTION 30-28-140; and

1           **SECTION 4. Act subject to petition - effective date.** This act  
2 takes effect at 12:01 a.m. on the day following the expiration of the  
3 ninety-day period after final adjournment of the general assembly; except  
4 that, if a referendum petition is filed pursuant to section 1 (3) of article V  
5 of the state constitution against this act or an item, section, or part of this  
6 act within such period, then the act, item, section, or part will not take  
7 effect unless approved by the people at the general election to be held in  
8 November 2024 and, in such case, will take effect on the date of the  
9 official declaration of the vote thereon by the governor.